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Yellowstone
Passenger
Train



YELLOWSTONE
NATIONAL
PARK

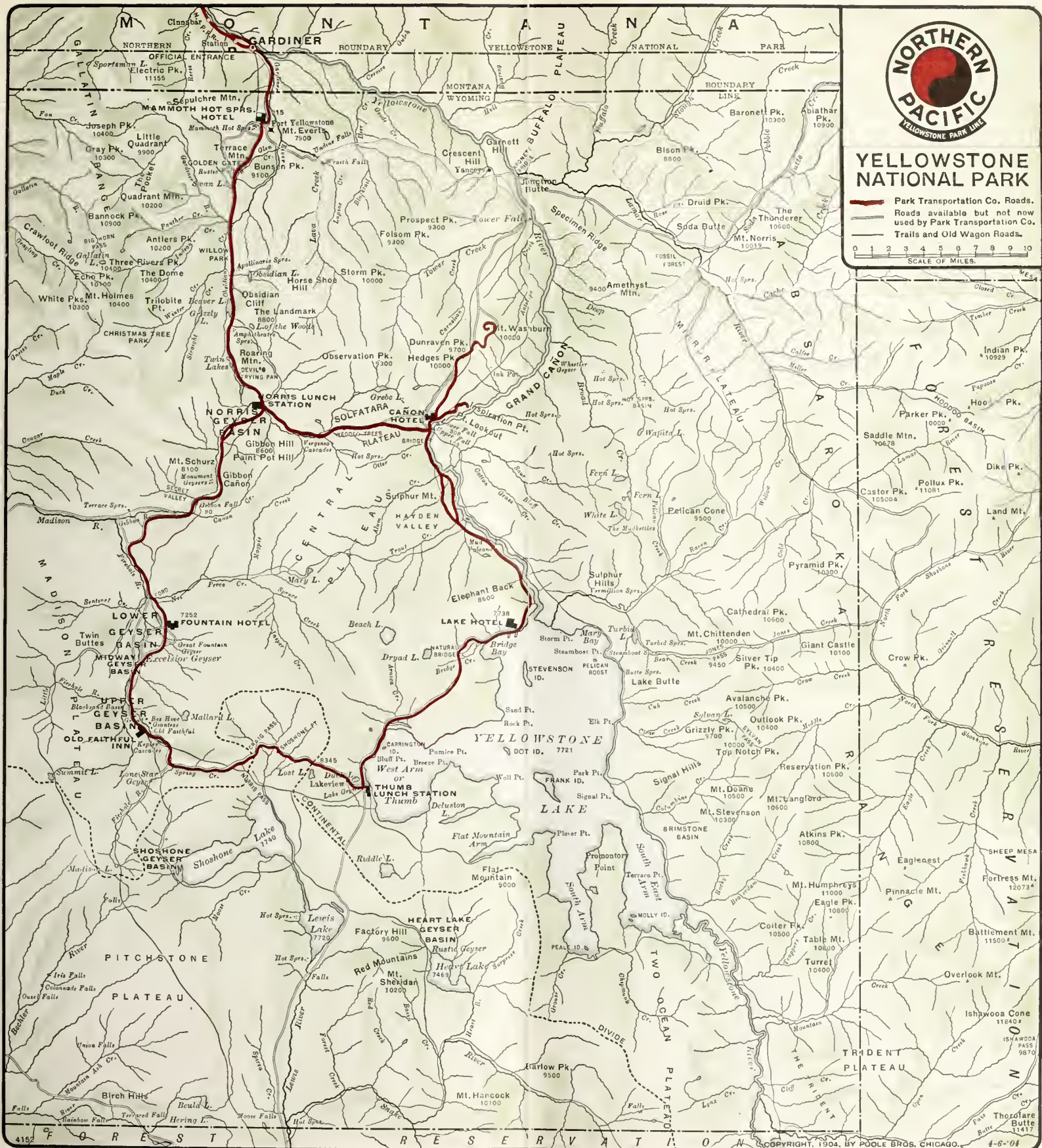
1905



YELLOWSTONE NATIONAL PARK

- Park Transportation Co. Roads.
- Roads available but not now used by Park Transportation Co.
- Trails and Old Wagon Roads.

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SCALE OF MILES.



HOW TO SEE Yellowstone National Park



NEW OFFICIAL ENTRANCE ARCH
OF LAVA, COST \$10,000.

THE purpose of this pamphlet is not so much to describe the scenic wonders of Yellowstone Park, as to state some of the more important facts in relation to it, and to provide the more general and necessary information required by the tourist who makes a tour of the park. Our tourist book, "Wonderland," issued annually (see page 17 of this folder), depicts the phenomena of the park at length.

Yellowstone Park was established by the Government in 1872. Subsequently a Timber Reserve was added on the east and south sides. The park proper is about 62 miles long from north to south, 54 miles wide, and has an area of 3,312 square miles.

It is mostly in Northwestern Wyoming, a narrow strip being in Montana and Idaho. It is situated about midway between St. Paul, Minneapolis and Duluth on the east, and Seattle, Tacoma and Portland on the North Pacific Coast. The park is an elevated plateau surrounded by mountains, and has an average elevation above sea level of about 7,500 feet. Large streams of lava have spread over the park which have been greatly modified by glacial action and erosion.

The Government has entire control of the park. All new roads opened and the repairs and maintenance of old roads and trails are entirely dependent upon Congressional appropriations. The roads are now in very fine condition, a great deal of work and expense having recently been put upon them, and steel and concrete bridges have almost entirely replaced wooden ones. Within recent years the Government has spent more than \$750,000 in improvements in the park. Prominent among these is the construction of a new concrete viaduct at Golden Gate, costing \$10,000, to replace the old timber trestle, and the erection of a very fine concrete and steel bridge of artistic design across the Yellowstone River and Rapids, just above the Upper Fall of the Yellowstone at the Grand Cañon, at a cost of \$20,000. This latter improvement has long been needed, and means much added enjoyment to the tourist in being able to now see the cañon from both sides.

Fort Yellowstone, the military post in the park, is at Mammoth Hot Springs. Here, also, are the headquarters of the U. S. Engineer in charge of park improvements and the U. S. Commissioner.



"YANKEE JIM'S" CAÑON.



MAMMOTH HOT SPRINGS HOTEL.

Mammoth Hot Springs is thus the Capital of the Park. In recent years this place has been greatly improved, a rearrangement of roads, new buildings, concrete sidewalks, a new waterworks and an irrigation system and a consequent carpeting of grass on the old white plaza in front of the hotel and officers' quarters, has metamorphosed the locality.

There are four troops of United States cavalry quartered in the park in summer. These carefully patrol the roads and other parts of the park, and preserve the phenomena from spoliation. During the winter season the force is somewhat reduced but the park is patrolled.

AN OUTING SPOT As a place to spend the heated months no spot in this country can possibly compare with the park. Its elevation above sea level and its location in the heart of the "Rockies" amid some of earth's grandest and most inspiring scenery, combined with the extreme purity of the atmosphere, the beneficial effects of the hot mineral water baths, and the fine character of the hotels, particularly Old Faithful Inn at Upper Geyser Basin and The Colonial Hotel at Yellowstone Lake, the latter having been rebuilt and enlarged, make it a remarkable pleasure spot and sanitarium. The days are never oppressively hot and the nights are always cool. The fine roads, affording the most interesting survey and horseback rides, the splendid trout fishing, the mountain climbing, the weird character of the scenery, and the wild animals differentiate this spot from any other tourist resort in the world.

HOW TO GET THERE The natural entrance to the park is from the north by way of Livingston, the Gate of the Mountains, and the Upper Yellowstone River to Gardiner.

This is the route of the Northern Pacific, the only railway line that touches the park, and it is the official entrance to the park through the new and imposing Government Lava Arch, the corner stone of which was laid by the President of the United States in 1903.

The Northern Pacific has recently erected, from boulders and symmetric pine logs, what is, perhaps, the most unique and attractive small railway station in the country. It is immediately opposite the entrance arch and artificial lake at Gardiner, at the base of Electric Peak and Sepulcher Mountain.

A Pullman Sleeping Car is run between St. Paul and Gardiner, westbound on the "Pacific Express," eastbound on the "North Coast Limited;" also between Portland and Gardiner, westbound on the Pacific Express, eastbound via Auburn on trains eight and six; this solely to accommodate park travel. The "North Coast Limited" is a royal train, broad vestibuled and electric lighted and carries at the rear the finest Observation Car in the northwest. It is to be understood that this particular arrangement of sleeping cars may be altered at any time as circumstances may require.

There is a double daily train service on the Park Branch between Livingston and Gardiner which makes connections with all trans-continental trains east and west.

THE PARK TOUR What is known as the regular park tour begins and ends at Livingston, and includes six days south of that point, the tourist being in the park proper five and one-half days. The tourist should, however, become fully imbued with the fact that this trip is presented simply as the maximum of sight-seeing at a minimum of time and expense. If possible, the tourist should remain longer in the park—within season limits,

June 1 to September 20, 1905—and thus see it better and more thoroughly.

There are many who cannot well spare time to make an extended trip, but those who can should by all means plan to stop two or more days, or even weeks, **at each hotel.** There is so much to see at each point that several days may easily and profitably be thus spent and those who act wisely will do this and in this way obtain a much better idea of the wonderful and varied character of the phenomena in the park. There is no reason for not "doing" the park as leisurely as one may and there is no additional charge for transportation where one extends the regular tour beyond the usual limit.

After leaving Livingston, the tourist travels for 54 miles on the Yellowstone Park branch line amidst fine scenery, passing through the Gate of the Mountains, Paradise Valley, Yankee Jim's Cañon, and by Emigrant Peak, Cinnabar Mountain and the Devil's Slide to Gardiner, the official gateway to the park, where the coaches of the transportation company are taken to Mammoth Hot Springs, 5 miles distant.

The six principal points visited by all tourists are Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, the Grand Cañon and Great Fall.

Other points passed *en route* are Silver and Golden Gates, Rustic Fall, Willow Park, Apollinaris Spring, Obsidian Cliff, Beaver and Twin Lakes, Roaring Mountain, Gibbon Cañon and Fall, Beryl Spring, Midway Geyser Basin and the Crater of Excelsior Geyser, Kepler Cascade, Shoshone Point on the Continental Divide, Yellow-



SWAN LAKE VALLEY AND GALLATIN RANGE, FROM WEST END OF GOLDEN GATE.

A round trip, including the usual park trip, requires about eleven days from Chicago and St. Louis, and nine days from St. Paul, Duluth, Minneapolis, Portland, Tacoma and Seattle.

NUMEROUS SIDE TRIPS not embraced in the regular scheduled tour that can be made by those who remain a day or two or more at each point are: A trip to Yancey's for fishing purposes, a climb up Bunsen's and Electric Peaks, a ride over Mount Everts, and a trip to the Cañon and Fall of the Middle Gardiner River, from Mammoth Hot Springs; a visit from the Fountain Hotel to the springs and pools round about Great Fountain Geyser, and fishing excursions to the junction of the Gibbon and Firehole Rivers, and up Nez Percé Creek; a trip to Biscuit Basin and one to Lone Star Geyser from Old Faithful Inn; fishing or camping trips from the new Lake Hotel to points on Yellowstone Lake or River or down to the Jackson Lake country; the fine trip from the Grand Cañon to the top of Mount Washburn by the new road from the Cañon Hotel; a trip across Yellowstone River and down the south side of the Grand Cañon to Artist's Point, now



JUPITER TERRACE AND RESERVOIR LAKE, MAMMOTH HOT SPRINGS.

stone Lake Paint Pots, Mud Volcano and Gothic Grotto, the Northern Pacific trademark formed by nature on Trout Creek in Hayden Valley, Yellowstone Rapids and the Upper Fall near Grand Cañon, and Virginia Cascade, besides many other objects too numerous to mention.

The **Park Itinerary**, approximately, is here given, the tourist being carried between Livingston and Gardiner on Park Branch Northern Pacific Railroad trains that connect with the main line trains at Livingston.

FIRST DAY—Leave Livingston at 8.00 a. m. on Northern Pacific Railroad branch line train; arrive Gardiner 10.15 a. m.; leave Gardiner at 10.30 a. m. by stage coach; arrive Mammoth Hot Springs Hotel 12.00 noon, taking lunch, dinner and lodging.

SECOND DAY—Breakfast. Leave Mammoth Hot Springs at 8.00 a. m., arriving at Norris at noon for lunch; leave at 1.30 p. m., and arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 p. m. for dinner and lodging.

THIRD DAY—Breakfast. Leave for Midway and Upper Geyser Basins at 9.00 a. m. Lunch, dinner and lodging at Old Faithful Inn, Upper Geyser Basin.

FOURTH DAY—Breakfast. Leave for West Arm of Yellowstone Lake at 8.00 a. m. Lunch at lake and leave for new Yellowstone Lake Hotel at lake outlet at 1.30 p. m. Dinner and lodging at Lake Hotel.

FIFTH DAY—Breakfast at Yellowstone Lake. Leave for Grand Cañon at 9.00 a. m., arrive Grand Cañon at 12.30 p. m. Lunch, dinner and lodging.

SIXTH DAY—Breakfast. Leave Grand Cañon at 9.00 a. m. Lunch at Norris. Arrive Mammoth Hot Springs at 4.30 p. m. Dinner. Leave Mammoth Hot Springs at 6.30 p. m., arriving at Gardiner at 7.15 p. m.; leave Gardiner at 7.15 p. m. on Northern Pacific Railway branch line train, arrive Livingston at 10.00 p. m.

The first stage will leave Mammoth Hot Springs for regular tour of the Park on the morning of June 1; the last stage for the season covering regular tour will leave Mammoth Hot Springs morning of September 20, and returning, will leave the Springs for Gardiner the evening of September 24.

This schedule, including train service on Park Branch, may be altered by the transportation companies at any time to correspond with changes made necessary in the time of through transcontinental trains at Livingston, or for other reasons.



FOUNTAIN GEYSER, LOWER GEYSER BASIN.

made possible by the construction of the new bridge above the upper fall.

Those desiring to camp out, fish, etc., should consult the transportation company.

EXCURSION RATES

The tourist season extends from June 1 to September 20, 1905. During the season the Northern Pacific Railway has on sale excursion tickets, the use of which by the tourist will prove a great convenience. The various classes of excursion tickets are as follows:

\$5.00 TICKET—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return.

\$7.00 TICKET—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return.

CRATERS OF THE TURBAN AND GRAND GEYSERS.

Springs and return and two meals (dunch and dinner) at Mammoth Hot Springs Hotel.

\$28.00 TICKET—Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$49.50 TICKET—Includes rail transportation Livingston to Gardiner and return, stage Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and not to exceed five and one-half days' accommodations at the Park Association hotels.

\$45.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River.

\$47.50 TICKET—Includes rail and stage transportation St. Paul, Minneapolis, Duluth or Superior to Mammoth Hot Springs and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River.

\$55.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$75.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River; stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and hotel accommodations for not to exceed five and one-half days at Yellowstone Park Association hotels.

\$105.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon, Falls of the Yellowstone and Monida, hotel accommodations for not to exceed six and one-quarter days from Gardiner and Monida and rail transportation from Monida either via Oregon Short Line R. R. and Union Pacific to Missouri River points or via O. S. L. R. R. to Ogden, any line Ogden to Denver, thence via either the B. & M. R. R., Union Pacific R. R., A. T. & S. F. Ry., C. R. I. & P. Ry. or Mo. Pac. Ry. to Missouri River terminals.

\$84.00 TICKET—This ticket covers rail and stage transportation **ONLY** (no meals or lodging being included therein) for the same tour as the \$105.00 ticket.

The \$5.00 and \$7.00 tickets will be sold at Livingston May 31 to September 24, 1905, inclusive, and at St. Paul, Minneapolis, Duluth and Superior and at western terminals May 29 to September 22, 1905, inclusive. Tickets must be used from Livingston not later than morning train of September 24, 1905.

The \$28.00 and \$49.50 tickets will be sold at Livingston May 31 to September 19, 1905, inclusive, and at St. Paul, Minneapolis, Duluth and Superior and at western terminals May 29 to September 17, 1905, inclusive. Tickets must be used from Livingston not later than morning train of September 19, 1905.

The \$45.00 and \$47.50 tickets will be sold at St. Paul, Minneapolis, Duluth and Superior May 29 to September 22, 1905, inclusive; the \$55.00, \$75.00 \$84.00 and \$105.00 tickets will be sold at St. Paul, Minneapolis, Duluth and Superior May 29 to September 17, 1905, inclusive. These tickets will bear going transit limit 30 days; return transit limit 30 days; final return limit 90 days, but not later than October 24, 1905. Stop-overs allowed within limits. The trip through the park must be completed by September 24, 1905.

Half of the \$5.00, \$28.00, \$45.00, \$47.50, \$55.00 and \$84.00 rates will be made for children of five years of age or over and under twelve years of age. Half of the \$7.00, \$49.50, \$75.00 and \$105.00 rates will not be made for children, but children under **TEN** years of age will be granted half rates locally at the Yellowstone Park Association hotels.

The \$45.00 tickets must be validated for return passage at Gardiner and presented on train on or within one day of such date.



SIX-HORSE YELLOWSTONE PARK COACH.

The \$47.50 tickets must be validated for return passage at Mammoth Hot Springs Hotel and presented on train on or within one day of such date. The \$55.00, \$75.00, \$84.00 and \$105.00 tickets must be validated for return passage at Grand Cañon Hotel.

From Chicago and St. Louis round-trip tickets, corresponding to the above will be sold at rates \$10.00 higher than from St. Paul.

ROADS Through the wise, though somewhat belated, action of the Government, the park roads have now reached an advanced stage of perfection. New roads have been constructed, old ones repaired, widened and realigned, cut-offs made, grades reduced, roadbed solidified, etc., until a great change has been made in them.

More than this, a system of road sprinkling has been established that largely eradicates the trouble from dust that has at times been provoking. One hundred miles, or more, of roads will be sprinkled during 1905, large four-horse wagons being used for the purpose. Among new roads recently constructed are two pieces at the Grand Cañon; one to the summit of Mount Washburn and another down the south side of the Grand Cañon. The latter is much used and appreciated by tourists, for it enables them to see the Grand Cañon, the climax of the park and of earthly grandeur, from both sides, something heretofore impossible. The value of this to the tourist can hardly be overstated.

The trip to Mount Washburn is one of the grandest of the kind in the world and the view from the summit is something very fine, including Yellowstone Lake and the Tetons at the south and Electric Peak to the north.

THE TRANSPORTATION equipment in the park consists of the well-known Abbott-Downing Concord stage coaches made from special designs and to fit the necessities of park travel and drawn by four horses each. Strong and durable, they are light, easy to get in and out of, and open at the sides so that the passengers can easily see the country while riding along.

The transportation company have various classes of vehicles ranging from two-horse surreys and mountain wagons, seating three and five passengers each, respectively, to four-horse coaches of two and three seats each, seating seven and eleven persons, respectively, and they will endeavor to seat congenial persons or



"OLD FAITHFUL INN," YELLOWSTONE PARK.



A BEDROOM IN "OLD FAITHFUL INN."

parties in the same vehicle for the trip when requested so to do. Large six-horse coaches run between Gardiner and Mammoth Hot Springs. These seat from twenty to thirty persons each.

The coaching trip in the park, in connection with the fine roads and hotels, is the finest one in the United States. Coaches, drivers and horses all are of the best.

Stop-overs, to those in regular coaches, will be given at or south of Mammoth Hot Springs, without extra charge.

"Parties" desiring to stop en route and retain exclusive use of the coach in which they commenced their journey can do so on payment of from \$7.50 to \$20 per day additional, depending upon the size of the coach in which they are traveling.

Children five years of age or over and under twelve years will be granted half rates on the railway and stage coaches. Children under ten years of age will be granted, locally in the Park, half rates at the hotels. Children ten years of age and over will be required to pay full rates at the hotels.

Between the lunch station at the west arm of Yellowstone Lake and the new hotel at the outlet of the lake, the tourist may, by the payment of an additional sum, take the steamer on the lake for a lake ride between those points. The steamer, however, has no connection with the transportation company, or the regular tour, hence an additional fare is necessary.

THE PARK HOTELS are first class in every respect, and the old hotels have recently been greatly improved and modernized. They are all **electric lighted, steam heated,** and advantageously located.



YELLOWSTONE LAKE AT LAKE HOTEL.

The location and capacity of each hotel is :

Mammoth Hot Springs	-	250 guests
Norris Geyser Basin (lunch station)	-	20 guests
Lower Geyser Basin (Fountain Hotel)	-	250 guests
Upper Geyser Basin (Old Faithful Inn)	-	325 guests
Outlet of Yellowstone Lake	-	450 guests
Grand Cañon	-	250 guests

The hotel at Mammoth Hot Springs is near the terraces and Liberty Cap, and across the plaza from Fort Yellowstone ; that at Norris overlooks the basin ; the Fountain Hotel is not far from the Fountain Geyser and the Mammoth Paint Pots ; Old Faithful Inn at the Upper Basin is near Old Faithful and other geysers ; the Lake Hotel is near the point where Yellowstone River issues from the lake and it overlooks Yellowstone Lake, and the Grand Cañon Hotel is within easy walking distance of the Great, or Lower Fall and Point Lookout.

Within recent years the hotel situation has been completely changed. The hotel at Mammoth Hot Springs has been much



LOWER FALL, FROM POINT LOOKOUT.

improved, baths being added and its capacity largely increased, while roomy and attractive lunch stations have been erected at Norris Geyser Basin and at the West Arm of Yellowstone Lake.

Old Faithful Inn, constructed at Upper Geyser Basin in 1903, has already become one of the most attractive and popular hotels in the country. It is a structure of boulders and logs, peaks, angles, dormers, French windows, etc., artistically combined. The office is 75 feet square and 92 feet high to the peak of the roof, with balconies around three sides. A massive chimney 18 feet square and extending to and through the roof, with a fireplace at each side and corner, or eight fireplaces in all, is a feature of this room. The dining room is a room 60 feet square, from which Old Faithful Geyser can be seen in eruption.

The idea of a finished, elegant rusticity has been paramount in the building of Old Faithful Inn, and while everything is



AND CONNECTIONS.

4-17-'05

POOLE BROS. CHICAGO. 4340



GRAND CAÑON OF THE YELLOWSTONE.

of a rough, rustic order, in a sense, yet again there is nothing uncouth, boorish, or vulgar about it. It is an artistic creation from foundation to the peak of the roof; steam heated, electric lighted, with Arts and Crafts furniture, and the rooms and furnishings are regular gems of comfort and thoroughly homelike.

The log element has been handled in a remarkably effective manner. Natural logs and limb crooks have been utilized in stairways and balconies and wherever possible. Old Faithful Geyser is near the hotel; opposite and but a trifle farther away are the Giantess, Lion, Bee Hive, Lioness and Cubs; down the little valley the Castle is in plain view, and the eruptions of the Grand and Economic, and, to some extent, those of the Giant and Riverside, can be seen from its corridors, rooms and verandas. A particular feature of this inn is a large searchlight on top of the building which is operated every night, showing the geysers in play under electric light and the bears feeding in the edge of the woods.

At Yellowstone Lake the old hotel has been practically reconstructed. It has been doubled in size and given an imposing, stately, colonial front with large columned porches at each end and in the center—three in all. Of all the hotels and stopping places in the park this is the most restful. The outlook up the lake, 20 miles long, is one that stirs yet rests the emotions. The rippling, shimmering waters are framed on the east by the Absaroka range, which extends the entire length of the lake, and at the south Mount Sheridan rises veiled in a purple haze. Here are the fishing grounds *par excellence*. One who has never fished before may here catch a mess of salmon trout with ease, and the professional may cast his fly in the river or troll over the lake with keen enjoyment. For a month's rest the Lake Hotel is the best in the park.

The hotel at the Grand Cañon is on an elevated spot which gives a wide view, including Hayden Valley, Crater Hills, or Sulphur Mountain and a glimpse of the Upper Fall of the Yellowstone.

THE UNIFORM RATE at park hotels for a stay not exceeding seven days is \$4.00 and upward per day. After seven days the rate is \$3.50 and upward per day.

TELEGRAPHIC MESSAGES can be sent from the Association hotels to any part of the world.

TABLE OF PROMINENT GEYSERS AND SPRINGS.

BASED UPON CAREFUL AND RECENT OBSERVATIONS.
NORRIS BASIN.

NAME.	ERUPTION IN FEET.	INTERVALS OF ERUPTION.	
		DURATION OF	INTERVALS OF
Hurricane.....	10-15	More or	less continuous.
New Crater.....	240	20 min.	Rather uncertain.
Monarch.....	100	1½ hrs.	Rather uncertain.
Constant.....	20-40		1 minute.

MIDWAY BASIN.

Excelsior.....	200-250	28 min.	Long intervals—years.
Turquoise Spring.....	Turquoise	Blue; 100 ft.	diameter.
Prismatic Lake.....	Wonderfully	colored	water; 250x350 ft. diam.

LOWER BASIN.

Fountain.....	20-30	30-40 min.	5 hours.
Clepsydra.....	10-20	30 min.	Plays from 4 openings.
Mammoth Paint Pots.....	Basin of cl	ay, strangely	y colored; 40-60 ft. wide.
Great Fountain.....	60-150	1½ hrs.	8-11 hours.
Firehole Lake.....	Peculiar	phenomena	seen here.
Black Warrior.....			
White Dome.....		Small but	interesting geysers.

UPPER BASIN.

Old Faithful.....	165	7 min.	65-70 minutes.
Bee Hive.....	200	10 "	3 hours to 4 days.
Giantess.....	125	10 to 20 hrs.	8 to 20 days.
Lion.....	75	8 to 14 min.	2 to 5 times daily.
Lioness.....	100	12 "	Irregular.
Cubs.....	3 to 10	20 "	Frequent.
Surprise.....	50	25 "	Irregular.
Sawmill.....	10 to 30	30 to 60 "	Every 2 to 4 hours.
Grand.....	200	1 to 3 hrs.	Several times a week.
Turban.....	25	30 to 60 min.	Irregular.
Riverside.....	100	20 "	8 hours.
Fan.....	30	12 "	3 hours.
Artemisia.....	100	12 to 30 "	Daily.
Jewel.....	30	2 "	Every 6 minutes.
Grotto.....	20	30 to 40 "	3 to 5 hours.
Giant.....	250	90 "	4 to 7 days.
Oblong.....	20	10 to 20 "	8 hours.
Splendid.....	200	10 to 20 "	Irregular.
Castle.....	125	60 "	12 to 15 hours.
Economic.....	30	1 "	6 minutes.
Cascade.....	20 to 40	2 "	Every half hour.
Daisy.....	60	10 "	Every 2 hours.
Comet.....	100	5 hrs.	Several times a week.
Mortar.....	60	5 min.	Every 3 hours.
Sponge.....			Sponge-like walls about spring.
Punch Bowl.....			Beautiful spring, sometimes an active geyser.
Black Sand Basin.....			Two very interesting spots: Some very fine coloring here.
Sunset Lake.....			Beautiful spring. 45-50 feet wide.
Emerald Pool.....			Lovely spring with delicate colored rim.
Morning Glory Spring.....			Peculiar spot with geyserite biscuit and many beautiful pools.
Biscuit Basin.....			

WARM CLOTHING should be worn, and one should be prepared for sudden changes of weather and altitude. Good everyday clothes, golf and bicycle suits, are suitable for both men and women for park traveling. A change suit for evening and dinner is desirable and a dress suit will be found convenient many times at the hotel functions.

Wraps should be kept at hand, and easy, thick-soled shoes worn, as at Mammoth Hot Springs and among the geysers tiny streams of warm water may be encountered. Tinted glasses and serviceable gloves should certainly be a part of one's outfit, and a few simple remedies should be at hand in one's valise. A pair of field or opera glasses will be found useful.

A charge is made for hauling trunks between Gardiner and Mammoth Hot Springs, and they can be stored at the railway station at Livingston or Gardiner, if preferred, free of charge. It is not wise to take a trunk beyond the Springs Hotel unless the tourist remains longer than the usual time in the park, and special arrangements must be made to this end with the transportation company at Mammoth Hot Springs.

While it is advisable for those who go south of Mammoth Hot Springs to take a trunk as far as the Springs, a medium-sized suit case or valise and a shawl strap will hold all that is necessary for the ordinary tour in the park. Laundering can be done for tourists

who had fished all over the West, has said, regarding the trout fishing here: "Stopping four days at Upper Geyser Basin, our party (ten people) caught all we wanted to eat every day of the beautiful and gamy Loch Leven trout, right in the waters of the Fire Hole River, just below the 'Lion', 'Lioness' and 'Cubs' geysers. These fish have a golden yellow tinge, spots are black, and the flesh is fine-grained and hard, even when caught from waters tempered with the hot flood from geysers and thermal springs."

At Yellowstone Lake Hotel, in the river below the outlet, there have been some famous catches of salmon trout with a fly, and trolling on the lake itself is attended with success. At the Grand Cañon between the Upper and Lower Falls both the Rocky Mountain and Eastern Brook trout may be caught, as also at a point in the cañon below Inspiration Point and reached by the lower Mount Washburn trail.

Grayling are found in the Madison and Gallatin rivers.

Yancey's, some eighteen miles from Mammoth Hot Springs—reached also from the Grand Cañon—is a famous place for trout fishing. This has always borne the reputation of affording the finest sport of any place in the park. As it is at present out of the line of the regular trip a special excursion is necessary to reach it. It is doubtful if there is now any stream in the park of moderate size, where trout may not be caught. At any rate, anyone who desires to indulge in this pastime has ample opportunity, both as to place and time, on the regular scheduled tour, and it costs nothing.

THE ANIMAL KINGDOM. Within recent years the increase in the number of wild animals is very noticeable. The careful protection now accorded them causes them to multiply, and besides large numbers of bear, deer, mountain sheep, antelope, etc., there are a number of buffalo and many thousands of elk roaming the park. The animals are harmless and offer to molest no one.

As a matter of fact, the animals now attract about as much attention as do the geysers, falls, etc.

The elk and deer have become quite unconcerned regarding human beings and are not infrequently seen near the roadside and grazing in the vicinity of the hotels. The tourist season in the park is the annual feast time or vacation period for the bears—grizzlies, brown and black. Morning and evening they frequent the garbage heaps and wax fat and sleek upon what the hotels throw away. Then the tourists flock out to watch and kodak the animals and extract a great amount of fun out of the antics of the beasts.

Early in the Fall the animals come down from the hills and remain in the valleys during the winter and spring. During this time the traveler who will run up to Gardiner from Livingston for a day or two will see, on the flats and hills between Gardiner and Mammoth Hot Springs, many mountain sheep, antelopes, deer and elk. The sheep and antelopes are often thus seen in large herds.



NEW BRIDGE NEAR UPPER FALL, GRAND CAÑON



THE ROAD TO MOUNT WASHBURN.

at the Mammoth Hot Springs Hotel while the trip through the park is being made.

ROYAL FISHING The disciples of Isaak Walton feel at home in Yellowstone Park. There is lots of fishing and it is free to everybody under certain and easy restrictions.

Some years since the United States Fish Commission placed different varieties of fish in various waters of the park. The results have been such that, coupled with the fine fishing found before that time in Yellowstone Lake and River, the streams in nearly all portions of the reserve now teem with trout of numerous species, grayling, brook trout, Loch Leven, etc., making this region the finest trout park in the world.

In the region of Mammoth Hot Springs, the ordinary Rocky Mountain Trout (*Salmo Mykiss*) are found in the Yellowstone River at Yankee Jim's Cañon, and Rainbow Trout (*Salmo Irdeus*) and Eastern Brook Trout (*Salvelinus Fontinalis*) in the Gardiner River and tributaries.

From Norris Basin as a center, one will find Rainbow trout in the Gibbon River near Virginia Cascade.

At Lower Geyser Basin, the gamy Von Behr trout are found in Nez Perce Creek and Fire Hole River near by.

At the Upper Basin, there is royal sport. Here the Loch Leven (*Salmo Levenensis*) trout are found in Fire Hole River. These fish were placed by the Fish Commission above the Kepler Cascade, and now they are found both above and below. An old-time angler



ONE OF "WAHBS" FRIENDS.



BLACKTAIL BUCK, NEAR
MAMMOTH HOT SPRINGS.

The buffalo or bison are in two herds. Those indigenous to the region are found in a remote part of the park and number perhaps twenty-five. Recently a fresh lot of these animals has been bought by the Government and placed in the park and these are to be seen in a large pasture at Mammoth Hot Springs. It is hoped that by carefully watching and caring for them, these late arrivals will multiply and replenish the species, and the success already attained is very encouraging.

PARK LITERATURE

What has been written will serve to convey something of an idea regarding the park and how to see it. For a more detailed description of the park from a scenic standpoint the reader is referred to our tourist literature.

Each year the Northern Pacific Railway publishes a profusely illustrated "Wonderland" book of more than one hundred pages descriptive of the region which it traverses. This publication, which has become widely known, is not a reissue of any previous edition, but is entirely new and fresh both in text and illustration each year and always has a long chapter devoted to the park. The book can be obtained by sending six cents to A. M. Cleland, General Passenger Agent Northern Pacific Railway, St. Paul, Minn., or can be had free and in mailing envelopes at the hotel at Mammoth Hot Springs. The six cents barely covers cost of postage. The book for 1905 is known as "Wonderland 1905."

For fifty cents, "Wild Flowers from Yellowstone," the daintiest flower book souvenir published, will be sent. It contains six half-tone illustrations of park scenery and twelve specimens of real wild flowers from the park, pressed and in their natural colors, together with their common and botanical names and a statement where the flowers may be found.

Mr. Cleland will also send to any address, upon receipt of thirty-five cents, a large, finely colored Panoramic Picture of the park. This picture is unlike anything heretofore published, has been prepared at great expense, re-produces all the important points and topography of the park, and is valuable for the home, school-room, office and library. It will be mailed in tubes.

"The Yellowstone National Park" by Major H. M. Chittenden is an exhaustive book on the park published by The Robert Clarke Company, Cincinnati, Ohio.

The Northern Pacific desires to call special attention to "The Trail of Lewis and Clark, 1804-1904," a work from the press of G. P. Putnam's Sons, New York. This two-volume edition of Lewis and Clark has been prepared by Mr. Olin D. Wheeler, the well-known writer of the Northern Pacific's "Wonderland" series. It is profusely illustrated from photographs, maps, and paintings made under the direction of the writer, who, for many years, has made a study of the subject, and has visited all the important points on the trail of the explorers and is thus familiar, from personal travel and knowledge, with the country in question. The work gives in an entirely new way the story of the great across-continent exploration instigated by Thomas Jefferson, recounts the history of the individual members of the expedition as far as known, correlates Western historical events, and shows the progress and changes which have occurred in the region in one hundred years. The celebration of the Lewis and Clark exploration, by an Exposition at Portland, Ore., in 1905, makes this book a timely one, largely based as it is upon the original investigations, research and explorations of the writer.

Much of the route followed by Lewis and Clark is now followed by the Northern Pacific main line or its branches, so that the Northern Pacific's interest in this work is a natural one.

TABLE OF DISTANCES

The annexed table gives the correct distances between the most important points. The intersections between vertical and horizontal columns will show the number of miles.

FROM	TO	Gardiner.	Mammoth Hot Springs.	Golden Gate.	Obsidian Cliff.	Norris Geyser Basin.	Gibbon Meadows.	Gibbon Falls.	Lower Geyser Basin.	Excelsior (Midway) Geyser.	Upper Geyser Basin.	Kepler's Cascade.	West Arm Yellowstone Lake.	Yellowstone Lake Hotel.	Hayden Valley.	Grand Cañon.
Gardiner.....		5														
Mammoth Hot Springs.....		9	4													
Golden Gate.....		17	12	8												
Obsidian Cliff.....		25	20	16	2											
Norris Geyser Basin.....		28	23	19	11	3										
Gibbon Meadows.....		33	28	24	16	2	3									
Gibbon Falls.....		45	40	36	28	20	17	12								
Lower Geyser Basin.....		48	43	39	31	23	20	15	3							
Excelsior (Midway) Geyser.....		54	49	45	37	29	26	21	9	6						
Upper Geyser Basin.....		56	51	47	39	31	28	23	11	8	2					
Kepler's Cascade.....		73	68	64	56	48	45	40	28	25	19	17				
West Arm Yellowstone Lake.....		89	84	80	72	64	61	56	44	41	35	33	16			
Yellowstone Lake Hotel.....		100	95	91	83	75	72	67	55	52	46	44	27	11		
Hayden Valley.....		37	32	12												
Grand Cañon.....		106	101	97	89	81	78	73	61	58	52	50	33	17	6	

The small figures, in a few places, are the distances between the Grand Cañon and the various points noted via the return road in the tour, from the Cañon to Norris. Adding together both large and small figures as they are found will give the total distance between such places as per the regular tour.



A HOT SPRING, YELLOWSTONE PARK.

THE GREAT LAKES AND THE PARK

A combination trip of much variety and pleasure is that by way of the Great Lakes and Duluth to the park.

The fine steamship "North West," of the Northern Steamship Company, leaves Buffalo every Saturday evening during the lake tourist season—from June to September, approximately—for Duluth, and returning to Buffalo, leaves Duluth every Tuesday evening.

The character of this steamer is well known, it is, virtually, an ocean steamer on inland waters.

Recently \$300,000 have been expended in improving and renovating the ship and the words "floating palace," hackneyed though they are, precisely fit it. The steamer is of 8,000 horsepower, and carries passengers only—no freight.

The tour of the lakes enables one to see the beautiful lake-shore cities of Buffalo, Cleveland, Detroit, Superior and Duluth, also many points of historic interest, including particularly, Mackinac, at the junction of Lakes Huron and Michigan, and the Sault Ste. Marie. The early French and the priestly explorers of the Northwest traveled in canoes up and down the lakes and Mackinac and the "Soo" were important points on their journeys and the old chronicles—see the Jesuit Relations, Parkman, Shea, etc.—deal in detail with these places.

From Duluth the park tourist has the privilege of visiting St. Paul and Minneapolis, on the way West, without additional charge.

Those who plan to connect a tour of the park with that of the lakes, in either direction, will have no reason to regret the arrangement when it comes to carrying it out.

All Northern Pacific agents in the large cities or its local agents will make berth and stateroom reservations and give information concerning sailings, or communications addressed to the General Passenger office at St. Paul, will receive prompt attention.



TABLE OF ELEVATIONS IN YELLOWSTONE PARK.

NAME.	AIR-LINE DISTANCE FROM WELL-KNOWN POINT.	ELEVATION above sea level.	NAMED AFTER	IN GENERAL.
MAMMOTH HOT SPRINGS.	By road from Gardiner, 5 miles.	6,215 ft.	Mammoth character of phenomena.	Park tour proper begins and ends here.
ELECTRIC PEAK.	8 miles northwest from Mammoth Hot Springs.	11,155	Peculiar electric phenomena observed there.	Northern boundary line of Park cuts the mountain.
BUNSEN PEAK.	4 miles south from Mammoth Hot Springs.	9,100	R. M. Bunsen.	A celebrated chemist.
MT. EVERTS.	2 miles east from Mammoth Hot Springs.	7,900	T. C. Everts.	Lost and was found near here after 37 days, nearly dead.
GOLDEN GATE.	4 miles south by road from Mammoth Hot Springs.	About 7,300	Yellow color of the walls.	One mile long.
MT. HOLMES.	6 miles west from Obsidian Cliff.	10,300	W. H. Holmes.	Director U. S. Bureau of Ethnology.
NORRIS GEYSER BASIN.	On western side of Park. See Distance Table.	About 7,700	Col. P. W. Norris.	Second Superintendent of Park.
LOWER GEYSER BASIN.		About 7,200		
MIDWAY GEYSER BASIN.		About 7,200		
UPPER GEYSER BASIN.		About 7,300		
YELLOWSTONE LAKE.	Southeastern part of Park.	7,721		Named from their locations.
FLAT MOUNTAIN.	9 miles southeast from Lunch Station on Yellowstone Lake.	9,000		One of the two largest navigated lakes in the world at such an elevation.
MT. SHERIDAN.	12 miles south from Lunch Station on Yellowstone Lake.	10,200	Gen. Phil. H. Sheridan.	U. S. A.
MT. LANGFORD.	18 miles southeast from Hotel at Yellowstone Lake, on southeast shore.	10,600	N. P. Langford, St. Paul.	An old explorer and first Supt. of Park.
MT. DOANE.	16 miles southeast from Hotel at Yellowstone Lake, on southeast shore.	10,500	Lieut. G. C. Doane.	U. S. A., commanded escort of Washburn party.
MT. STEVENSON.	16 miles southeast from Hotel at Yellowstone Lake, near Mt. Doane.	10,300	Jas. Stevenson.	Of the old Hayden Survey.
JONES' PASS.	In mountains on east shore Yellowstone Lake, east from Lake Hotel.	9,450	Capt. W. A. Jones.	Engineer Corps, U. S. A.
HAYDEN VALLEY.	Between Yellowstone Lake Hotel and Grand Cañon.	7,700 to 7,800	Dr. F. V. Hayden.	In charge Hayden's former Survey.
GRAND CAÑON.	Northern central part of Park.	About 7,800	Grandeur of the sight.	About 20 miles long to Tower Creek; 1,200 feet deep.
MT. WASHBURN.	7 miles northeast from Grand Cañon Hotel.	10,000	Gen. H. D. Washburn.	Former Surveyor-General of Montana and head of Washburn Party.

ALASKA EXCURSIONS

THE FOLLOWING ARE THE

SAILING DATES OF PACIFIC COAST S. S. CO.'S STEAMER "SPOKANE"

FROM

TACOMA AND SEATTLE FOR THE SEASON OF 1905.

STEAMER WILL LEAVE

TACOMA 4.00 A.M., SEATTLE 9.00 A.M., AS FOLLOWS

STEAMER "SPOKANE."

Leave { TACOMA SEATTLE	Leave { TACOMA SEATTLE	Due Back { SEATTLE TACOMA	Due Back { SEATTLE TACOMA
June.....8	July.....20	June.....19	July.....31
June.....22	August.....3	July.....3	August.....14
July.....6	August.....17	July.....17	August.....28

The round-trip rate from St. Paul, Minneapolis, Duluth or Superior to Sitka, including berth and meals north of Tacoma and Seattle on the excursion steamer "Spokane," will be \$190.

Tickets will be limited to nine months, good going ninety days to first station en route in State of Washington.

In connection with the Lewis and Clark Exposition and the meetings at Portland of the American Library Association, the National Conference of Charities and Correction, American Medical Association, National American Woman Suffrage Association and other conventions which will meet at Portland and vicinity between June 1 and October 15, 1905, the Northern Pacific will have in effect during the tourist season a special round-trip rate of \$45.00 between Northern Pacific Railroad eastern and Missouri River terminals (Chicago, \$56.50, St. Louis, \$52.50), and Portland, Tacoma, Seattle, Bellingham, Victoria and Vancouver, B. C., which rate can be used in connection with the Alaskan tour. Dates of sale of these tickets will be: May 23, 24, 25, 29, 30, 31; June 1, 2, 13, 14, 15, 19, 23, 24, 27, 28, 29, 30; July 1, 2, 3, 6, 7, 8, 11, 12, 13, 25, 26, 27; August 10, 11, 12, 13, 14, 15, 16, 17, 29, 30, 31; September 1, 2, 3, 4, 5, 12, 13, 14, 26, 27, 28. These tickets are good for stop-over and run for 90 days, but not to extend beyond November 30. Round-trip Alaskan tour steamer rate from Puget Sound, including berth and meals, is \$100.00.

The steamer "Spokane" will be run for the excursion travel, and the route will be arranged to give passengers an opportunity of seeing all interesting and accessible glaciers, including Glacier Bay; stops will be made at the most important ports, the trip occupying about twelve days north of Tacoma or Seattle. No local, second-class or steerage passengers will be carried.

Diagrams of Alaska steamers will be found in the hands of general and district passenger agents of the Northern Pacific, who will reserve accommodations for its patrons. The above schedule must be considered as approximate only. Tourists should communicate with Northern Pacific General and District Passenger Agents, or with A. M. Cleland, General Passenger Agent, St. Paul, Minn., regarding sailings.

The White Pass and Yukon route from Skagway across the White Pass, opens up a new and inviting field for travel into the Klondike and Atlin regions. The rail line extends from Skagway to White Horse and from there to Dawson Upper Yukon steamers are used, and the trip occupies less than fifty hours. Atlin is reached from Caribou. Hotels are found at all points and they are good and prices reasonable.

PACIFIC COAST EXCURSIONS

Northern Railway or Soo-Pacific Route to St. Paul, Minneapolis or Duluth, or via Great Northern and Burlington Route direct to Denver or via Denver to the Missouri River. Portland tickets will be issued good to return via Huntington to Omaha or Kansas City, or through Omaha or Sioux City to St. Paul. Round-trip excursion tickets are also on sale via Northern Pacific Railway to San Francisco, via the Shasta Route or ocean, returning the same way, or to any Missouri River terminal, or Mineola or Houston, at rate of \$105.00; to St. Louis or New Orleans at \$111.00; to St. Paul or Minneapolis, via the Missouri River, at \$112.50. The above tickets are good for nine months, with a going limit of ninety days to first station en route in State of Washington and permit of stop-overs in both directions. The rates shown above are subject to change.

Low excursion rates are in effect to Montana and Eastern Washington points. Call upon or write any of the following agents for a copy of our tourist book, "W. NORRIS 1905," enclosing six cents in stamps.

All rates and arrangements set forth in this folder are subject to change without notice further than that required by law.

For further information in regard to the Great Northwest, details as to rates, routes, with maps, etc., call on or address your nearest ticket agent, or any of the following representatives of the Northern Pacific Railway.

BOSTON, MASS.—207 Old South Building.	District Passenger Agent.
C. E. FOSTER.	District Passenger Agent.
BUFFALO, N. Y.—215 Ellicott Square.	District Passenger Agent.
Wm. G. MASON.	District Passenger Agent.
BUTTE, MONT.—Corner Park and Main Streets.	General Agent.
W. H. MERRIMAN.	General Agent Passenger Department.
CHICAGO, ILL.—208 South Clark Street.	District Passenger Agent.
C. A. MATTHEWS.	District Passenger Agent.
J. C. THOMPSON.	District Passenger Agent.
CINCINNATI, OHIO—40 East Fourth Street.	District Passenger Agent.
J. J. FERRY, District Pass'r Agent.	W. F. SMITH, Traveling Passenger Agent.
DES MOINES, IOWA—318-319 Citizens Bank Building.	District Passenger Agent.
E. D. ROCKWELL.	District Passenger Agent.
DETROIT, MICH.—Room 221 Hammond Building, Cor. Fort and Griswold Streets.	District Passenger Agent.
W. H. WHITAKER.	District Passenger Agent.
DULUTH, MINN.—332 West Superior Street.	General Agent.
T. E. BLANCHE.	General Agent.
HELENA, MONT.—Main and Grand Streets.	General Agent.
E. S. RICHARDS.	General Agent.
INDIANAPOLIS, IND.—42 Jackson Place.	District Passenger Agent.
C. P. O'DONNELL.	District Passenger Agent.
LOS ANGELES, CAL.—125 West Third Street.	Traveling Passenger Agent.
C. E. JOHNSON.	District Passenger Agent.
MILWAUKEE, WIS.—316-317 Herman Building.	District Passenger Agent.
CHAS. C. TROTT.	District Passenger Agent.
MINNEAPOLIS, MINN.—19 Nicollet Block.	City Ticket Agent.
G. F. MCNEILL.	District Passenger Agent.
MONTREAL, QUE.—Temple Building, St. James Street.	District Passenger Agent.
W. W. HARDISTY.	District Passenger Agent.
NEW YORK CITY—319 Broadway.	General Agent Passenger Department.
W. F. MERRISON.	District Passenger Agent.
PHILADELPHIA, PA.—711 Chestnut Street.	District Passenger Agent.
P. W. PUMMILL.	District Passenger Agent.
PITTSBURG, PA.—305 Park Building.	District Passenger Agent.
C. E. BRISON.	District Passenger Agent.
PORTLAND, ORE.—255 Morrison Street.	District Passenger Agent.
F. O'NEILL.	Assistant General Passenger Agent.
A. D. CHARLTON.	General Agent Passenger Department.
T. K. STAELEER.	General Agent.
SEATTLE, WASH.—First Avenue and Yesler Way.	Division Freight and Passenger Agent.
I. A. NADEAU.	General Agent.
R. T. BRETZ.	General Agent.
SPOKANE, WASH.—Riverside and Howard Streets.	General Agent.
JNO. W. HILL.	General Agent.
ST. LOUIS, MO.—210 Commercial Building, Sixth and Olive Streets.	District Passenger Agent.
D. B. GARDNER.	District Passenger Agent.
ST. PAUL, MINN.—General Office Building, Fourth and Broadway.	Assistant General Pass'r Agent.
HARRY W. SWEET, District Pass'r Agt.	GEO. W. MCCASKEY, District Pass'r Agt.
ARTHUR B. SMITH.	Assistant General Pass'r Agent.
GEO. D. ROGERS, Fifth and Robert Streets.	City Ticket Agent.
SUPERIOR, WIS.—817 Tower Avenue.	Assistant General Agent.
F. C. JACKSON.	General Agent.
TACOMA, WASH.—925 Pacific Avenue.	Traveling Passenger Agent.
A. TUNING.	General Agent.
WEBB F. SATER.	General Agent.
VANCOUVER, B. C.—430 Hastings Street.	General Agent.
J. O. MCMLLEN.	General Agent.
VICTORIA, B. C.—Corner Yates and Government Streets.	General Agent.
C. E. LANG.	General Agent.
WINNIPEG, MAN.	General Agent.
H. SWINFORD.	General Agent.

J. G. WOODWORTH, TRAFFIC MANAGER, A. M. OLELAND, GENERAL PASSENGER AGENT,

J. M. HANNAFORD, SECOND VICE-PRESIDENT, ST. PAUL, MINN.



YELLOWSTONE
NATIONAL
PARK

1905